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Surface Mail



The newsletter of the Historic Motorcycle Racing Association of Victoria

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# The Committee

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<b>Merchandise Assistant</b>	Dave Betteridge		
<b>Committee Members</b>	Robert Todd	Roger Gunn	
<b>Life Members</b>	John Todd Mike Brudar Mick Large John Daley	Garth Rhodes Dave Large Graham Harder Doug Hicks	Shirley Luke Robert Todd Marg Todd

# Presidents Report

Something a bit different for my Presidents message this month.

I along with a lot of you competed at the Victorian Historic Road Race Champs in April. Apart from all the great things that happened over the weekend there was some pretty ordinary stuff as well. We all had to endure, (once more) the poor state of the facilities at the road race circuit. I have discussed this problem with MV management before and it appears to be falling on deaf ears.

There's a new CEO at MV, Wayne Holdsworth, and this is the email I sent to him on Tuesday, 15 April 2014. To Wayne's credit, he answered my email almost immediately and we have opened a well overdue line of communication between your club and MV over these long standing problems.

Prior to submitting this to Glen, I sent another email to Wayne explaining what I planned to do, with this Presidents Message attached. Wayne emailed me back and said it was fine with him. I respect him for that.

I've asked Glen to print this in Flatchat so you know what we're doing and what we're trying to achieve.

"Wayne,

HMRAV ran the Victorian Historic Road Race Championships on the weekend. In the past I've provided feedback to MV on our events, the facility and anything else that I think needs to be brought to their attention.

I think it's fair that I address this email to you.

I have to say straight up that I'm not happy at all with some of the service provided by the staff at the complex over the weekend.

In the past, (as I have mentioned to you) XXXXXXXXXX and I would talk prior to a race meeting. He would also seek me out many times over the course of the event and attend to any issues we had.

I would've thought that the management at Broadford would've seen the need to cover XXXXX departure and ensure that there was a similar arrangement in place to cover any maintenance issues that occurred over the weekend.

I know XXXXX was there as the workshop door was open but he was difficult to find.

I had to seek out XXXXXXXXXX, (who was a great help) to try and get problems addressed. I know the manager XXXXX was there on Sunday and I had said to XXXXXXX that I'd like to speak with him, but that didn't eventuate.

Which is a pity as I'd have preferred to speak directly with him about these issues.

Everything that I spoke to XXXXXXX about was eventually sorted but a regular and thorough maintenance schedule needs to be in place. It's simply not good enough to wait until we make a complaint.

Some of the issues included:

\*No gas bottles for the BBQ's. There has always been gas bottles provided in the past and if this was not going to be provided, the club should have been advised. I had to ask for this to be done but it should have been sorted prior to the event.

Many of us have seen the great "camp kitchen" facilities at the speedway track and wonder why we are provided with only two bbq's and apparently no gas to run them.

\*Problems with the PA system. This particular issue has been going on for so long that it was already an existing problem three managers ago! It causes massive headaches for the officials, creates delays and makes for unhappy racers who end up arriving late to the grid. How is it possible that a problem like this has been going on for years?

\*Toilets – basically a disgrace. Had complaints all weekend. Toilets blocked for hours on both Saturday and Sunday, not enough toilet paper, no hand towels in the Gents by 10.00am on Saturday morning, one of the urinals in the men's has been out of order for years....

And It's not acceptable to clean them once a day. A lot of racers have a shower at the end of the day and they walk into a real mess. It leaves them fuming and they complain to me and the club about it.

We have in the past paid for the toilets and showers to be cleaned as an extra to what is provided, but I don't believe we should have to.

It should have been obvious by the numbers that were arriving on Thursday and Friday that the toilets and showers were going to require more cleaning and more supplies than usual.

You would assume that something like the Victorian Historic Championships would loom large on the Broadford staff's calendar. I would think that there aren't too many other race meets held at the road race circuit that attract over 240 motorcycles/sidecars and hundreds of campers stretching from Thursday to Monday.

I would expect that some extra preparation and plans would've been put in place to cover the requirements of the hundreds of people using the facilities.

People love our events and they are prepared to travel vast distances to race at Broadford. But they are very vocal in their views on the facilities, the cleanliness and the run down state of the complex.

The circuit's facilities are often compared to those at Mac Park and they simply cannot compete.





#### **ITEM 6: TREASURERS REPORT**

Savings :\$32,954.78, Term Deposit : \$63,379.29, \$25,000 into Q Saver, Grand total : \$120,847

Refunds to be completed within the next week.

\$;3,857 at gate; Raffle made \$347.90; \$ \$7,560 for late entries.

EFTPOS machine – not a merchant bank so cannot do. Need to start investigating a new bank account – possibly just for a working account and to introduce electronic banking for entries and memberships. Doug to investigate.

Race Marshalls account discrepancies - Brian and Doug to discuss and investigate.

Moved: Phil

Seconded:

Leanne

#### **ITEM 7: PROMOTION OFFICERS REPORT**

Not gearing up for anything at the moment.

Indian guys arranged for Winton.

Moved: Leanne

Seconded:

Rebecca

#### **Item 8: MERCHANDISE OFFICERS REPORT**

List of articles required for each meeting, for more efficient packing. Roof racks – to be included as needed.

What happened with mini fire extinguishers – Brian to follow up with Trevor Franklin.

Get trailer light working – Doug to take down to auto electrician. Spare wheel to be returned. When people are using trailer and identify issues, please advise earlier. Earmuffs and clip boards are disappearing. Dave to reload the van – knows where things go.

Whoever helps out in office re provision of goods (volunteer co-ordinator) to assist to pack up.

Checklists to indicate what is required at certain time frames leading up to an event.

Leftover drinks and lollies to be put on a table for all participants to share in.

Merchandise located in pits - \$1,500 at Vic Titles. Running sheet provided of money made at each event.

Brad quoting for some tear drop flags - \$160 each. Small A frame sandwich board - \$150.

Vic Titles and Southern Classic specialist races – polo shirts. Fastest 40 – perhaps medallions for top 5. Committee members to have a think about what sort of designs they would like.

Moved: Mick

Seconded:

Roger

#### **Item 9: WINTON**

SUPP REGS: Done

ENTRIES: Kelly – Don't accept too many past 90. Can't accommodate more entries than that with grid and race restrictions.

PERMIT: Phil/Kelly has permit

OFFICIALS: Kelly? Who are they and do they know about it? (Vic Titles/MV stuff up) Trevor Franklin as Clerk of Course. Steward is Vic O'Driscoll.

SCRUTINEERS: Morgans – Doug – Done. Clancy's happy to park their bus – use awning. Need to ensure this is ok – Doghouse – Austin 7 won't allow any vehicles to be parked on Pit apron.

VOLUNTEERS: Phil/Lisa, MEDICAL: Austin 7, PROGRAM/FLYER: Details need to be provided to A7 by 7/5.

TROPHIES: Brian – need trophy list from Kel.

MERCHANDISE: happy to only take up a selection of items. HMRAV have booked 3 pits this year, so Race Sec in #1, Committee racers in #2, Merch and committee overflow in #3, Pits #2 & 3 racers need to tip in for use of pit.

PROMOTION: Winton flyers – Doghouse?

TICKETS: A7 to Kelly/Liaise with Doghouse – A7.

#### **GENERAL DISCUSSION:**

Race Secretary: Please liaise with Bec re: What's needed to be brought up in the van, ie: PA system, Urn etc.

Phil: Have you sorted accommodation for officials/volunteers?

Kelly: Remember there are two handicap races on Sunday – so if you need help please ask for volunteers, (Chris or Mick Large for Sidecars, Keith Campbell or Doug Gorrie – solos. Plus I have a "handicapping" program from Graham Laing).

Moved: Doug Hicks

Seconded:

Phil

#### **Item 10: GENERAL BUSINESS**

Girls Only Track day – next Saturday – 03/05/14, Come and Try – 27/07/14 – Brian and Doghouse to review entry form.

Vic Titles DVD – brilliant.

Volunteers at the Southern Classic to be given a voucher for the Come and Try Day.

Number of programs left over after meeting – 2 boxes. Ticket numbers were good.

Discussions to have Vincent bike club at a race meeting to do a display – also potentially a parade lap at lunchtime. Brian to follow up with Peta from MV to determine how a parade lap can be arranged.

Doghouse – 35 years of HMRAV – riders medallions, key rings or other memorabilia possibly to be provided to all entrants.

Roger – grid positions – stickers to be provided so people can write their positions.

P6 riders – advised that we are unable to fit them into the meetings. They have other options. Brian to send draft to Committee members – will become official statement to be placed onto the web site.

Broadford Bonanza – more scrutiny of conditions of bikes – particularly related to oil leaks.

Any renewals for red plates, can they also send a copy of their current membership card.

Raffle for Winton – do not normally do a raffle.

More details about the contents of the raffle – clearly what are the prizes. Attention Glen.

Give a gift to the Winton Volunteers – free beanie, unless they have already received one.

Kelly speaking with Marg Trotter – have cross promoted their mid year meeting.

# The Victorian Titles, Laverda Style!

By Greg And Angus Parish

“After driving in the pouring rain for two hours we finally got to the track to set up our tent and pit area. Our little 2KVA portable generator ran all day to power the tyre warmers and charge the lithium battery on the ‘total loss’ ignition on the DAM Laverda. Some of the interstate teams had arrived the night before and the tent city was already bustling by the time we got there. We had a pretty good spot but heavy rain during the day nearly washed us away.” Greg borrowed a spade from the neighbouring campers and dug trenches around their tent to drain away the water.



Earlier in the week Greg’s son James had presented him with a new helmet sporting new graphics. “This one has the removable cheek pads so if you do come off and knock your head around, the ambos (i.e. paramedics) can get your helmet off without disturbing your broken neck.” James said laughing. Not a nice thought. The venting in this helmet proved invaluable in the rain and the usual fogging up of the visor was not as big a problem as has been in the past.



Friday practice was done in heavy downpours of rain and the paddock turned to mud. Once back in the pit it was a dirty business for Angus to clean down the tyres before fitting the tyre warmers and then getting the mud off the engine ready for the next session. It rained most of the night but by morning the racers were greeted with a sunrise that promised better weather for Racing. Greg Qualified 17th on the grid of 23 Starters, a mixture of Period 4 and Period 5 bikes.

Race one started badly for the DAM Laverda. Having the camp pit so far away from the main event often meant that the PA system couldn’t be heard by the team. After negotiating his way through the slippery mud Greg was late to the dummy grid and the rest of the field were already on their warm up lap.

“I was worried that the steward would make me start from pit lane so I went like a cut cat to catch the rest of the field before they lined up on the grid. Having caught up I was a bit flustered and forgot the race shift was the opposite of what I’d used all my life. I coasted up to the start grid with the clutch pulled in and started the race in 5th gear!”



A simple error had cost Greg a good start and he was last by 50 metres going into the turn one. By the time the Last Lap board came out he had worked his way to third position, then another mistake was to cost him dearly.

“Coming into the second last turn on the final lap I really wanted to get the drive out so I changed down early to have the revs up throughout the turn. I was hard on the brakes with the rear end really light and the engine braking locked the rear wheel. It was my error, I tried something different and it didn’t work.”

Greg’s family had come to watch the ‘fun racing’ at that turn and saw the whole incident from 70 metres away as bike and rider hurtled toward the tyre-wall. The bike went sideways with smoke pouring of the rear tyre, bounced the rear end up and nearly high-sided him before running off the end of the straight onto the wet grass.

“I managed to get back on the track and still finished 5th but it wasn’t the best race I’ve had.”

Race two was postponed to Sunday after a sidecar incident at the end of the front straight. The 1972 832cc Honda powered sidecar of Doug Flack and Lloyd Todd ran off the track hitting the tyrewall. Lloyd could be seen from the pits heaving tyres and debris off Doug who was trapped in the sidecar. The Air Ambulance helicopter arrived and landed on the hill near the accident. After some 25 minutes Doug was airlifted to Melbourne with 6 suspected broken ribs.

Races two and three saw a regular battle between the DAM Laverda and a Garry Kallalea with Greg getting past under brakes at crash corner in race three and finishing just 0.24 sec ahead of the 4 cylinder 1015cc Kawasaki Z1B. The DAM Laverda finished third in its class in all three races on Sunday to take the trophy for 3rd place in the Victorian Historic Road Race Titles for Post Classic Unlimited Solos.

“There was no way we could catch first or second placed bikes,” Greg shrugs and smiles, “We were the fastest of the slow bikes!” Thanks to those Laverda owners who continue to bring their bikes to The DAM for service and tuning, you all keep us racing Laverda.

**Greg and Angus Parish [www.thedam.com.au](http://www.thedam.com.au)**



# The Victorian Historic Titles 2014

Report Doug Hicks  
Photography Bryce Jamison

The Victorian Historic Road Race Titles and Formula Two Sidecar championships were held over the weekend of 12<sup>th</sup> & 13<sup>th</sup> April. The record number of entries made a packed program of full fields and ensured a very high level of competition was seen over the two days. Thankfully the miserable weather leading up to the weekend disappeared and sunny skies prevailed.

Tight racing, lots of show level prepared machines and some exotic bikes not seen before, the spectators have the ability to not only view the racing from a number of vantage spots around the track but also to chat with the owners as they amble through the pits in a relaxed atmosphere, being a feature of our meetings.

Saturday and Sunday were both fine and sunny and with close and exciting racing over the four legs of the title races. It was also pleasing that we had very few light incidents but one hard fight with a tyre wall had our long time supporter and member, Doug Flack being air lifted out, with suspected 6 broken ribs, all the best in a fast recovery for Doug.

We also had the spectacle of the feature races – The Harold Carter Memorial race taken home by Garth Francis on a 1962 Norton Manx 750, second place going to Keith Campbell on his 1962 Honda CB72 350, the sweetest sounding bike of them all, music for the ears. Third place to Jack Wright on a 1961 Norton Manx 500.

The Richard Frank Memorial Sidecar handicap. First place again to Bruce and Graham Marston down from Queensland, with their beautifully prepared 1962 Harley sportster 1000, second place to Dave Betteridge and Stacey Heaney on a 1962 Norton Atlas 750, third place went to William Hargrave and Annie Treggar over from West Australia, on their 1956 Triumph Thunderbird 650. Two great events in memory of two great men of motor sport.

The Period 5 and Formula Two sidecars once again put on a great display with tight, high speed action.

Spectators and competitors were in unison, it was a great meeting and there were lots of happy faces at trophy presentation after racing completed on Sunday afternoon.

*(There's plenty more great photos on Bryce's Facebook/website, just go to the HMRAV facebook page - but not during work time!)*



Huge entries! The riders briefing was packed.



Can we go yet.....?



Leigh Corbett 5 and Paul McGahan, keeping in close



A mechanics work is never done.



Bruce Collins/Peter DeAngelis 4 and Ian Gardner/Kevin Burns



# Victorian Historic Titles

## Broadford April

Vintage Solos	1st	2nd	3rd
	Malcolm Brice	Bill Brice	David Morse
Class C Solos			
	Eddie Preston	Ross Bolding	Charles Palmer
Classic Solos 250cc			
	Phil Paton	Jonathon Houston	Lincoln Wilson Tucker
Classic Solos 350cc			
	Keith Campbell	Rod Tingate	Paul McGahan
Classic Solos 500cc			
	Jack Wright	Keith Campbell	Darren Trotter
Classic Solos Unlimited			
	Garth Francis	Ryan Francis	Craig Hemsworth
Post Classic Solos 125cc			
	Ron Matthews	David Gittus	
Post Classic Solos 250cc			
	Gavin Cosway	Russell Beckett	Stuart Gorrie
Post Classic Solos 350cc			
	Keith Campbell	Lincoln Wilson Tucker	Mike Engberg
Post Classic Solos 500cc			
	Tom Bramich	Lincoln Wilson Tucker	Chris Pash
Post Classic Solos Unlimited			
	Simon Cook	Lyell Williamson	Greg Parish
Forgotten Era Solos 125cc			
	Peter Forkes	Ian Saunders	David Short
Forgotten Era Solos 250cc			
	Brett Metcalf	Sean Kelly	Jackson Collins
Forgotten Era Solos 350cc			
	Lachlan Hill	Brett Metcalf	Peter Large
Forgotten Era Solos 500c			
	Colin Heather	Peter Large	Noel Heenan
Forgotten Era Solos 600c			
	Daniel Sandler		
Forgotten Era Solos Unlimited			
	Paul Young	Mick Moloney	Glenn Carroll

Classic Sidecars up to 650cc			
	Peter Large/Wayne Rowe	Stuart Gorrie/Aiden Westrip	Geoff Dodds/Dylan Masters
Classic Sidecars Unlimited			
	Bruce Marston/Graham Marston	Chris Large/Peter Heywood	Brian March/Leanne March
Post Classic Sidecars up to 836cc			
	Geoff Grant/Craig Lawson	Terry Gay/Chris Gay	Ray Smith/Ron Gargner
Post Classic Sidecars Unlimited			
	John Clancy/Chrissie Clancy	Max Hooper/Brad Gorrie	David Large/Geoff Neil
Forgotten Era Sidecars			
	Bruce Collins/Peter DeAngelis	Ian Garder/Kevin Burns	Edward Poucher/Bronson Poucher
Formula 2 Sidecar Cup			
	Mick Alton/Steve Bonney	Terry Goldie/Jamie Crass	Chrissie Clancy/Leanne March

Richard Frank Classic S/car Handicap			
	Bruce Marston/ Grahah Marston	David Betteridge/Stacey Heaney	William Hargrave/Annie Treggar
Harold Carter Fastest 30 Classic Trophy			
	Garth Francis	Keith Campbell	Jack Wright

# EDDINGTON SPRINTS

Had the radio pumping out tunes on the way to Eddington with a slight detour to Dunnolly. We rolled up in the bus at the caravan park to pick up the March's and the Loone's. First and only stop on the way to the pub and they wouldn't even pay a bus fare!



Team Manager Tim with Michelle ready to go

We had some drinks but I was hungry. So I ordered a rump steak and about five minutes before they bring it out they ask "who ordered the rump steak -the second biggest meal on the menu". So the smallest person in the pub had the biggest meal.....but in the end..... I couldn't eat it all so I had a doggy bag to take the rest home.

Saturday was the day of the sprint and as I get out of bed

my team manager Tim Loone (Otway Caravan and RV repair) rocks up with my ride, (a 1985 125 Honda Lead scooter). We set up all the gear in the flagged off area with the sign saying HMRVAV.

Riders briefing was over and it was time for my first run. The starter said to me "is this legal?" I said it has a horn so it must be..... 440 yards later all the bikes and sidecars were gathered at the end of the track. We all went back down the road to the pits and I found out my time was 25.5 seconds.

For all my other runs I was within 1 hundredths of a second of that time. On my last run I did the biggest burnouts! It was awesome, smoke went everywhere! They even put it on you-tube. You can find it under Vespa burnout. Finally, back in the bus with Dad and the long trip home.

**By Paddy Clancy.**



Mark Seager & Ken Bilston on the P4 Triumph Urquhart



Mick Panayi, Fastest Solo, P3 Norton Atlas



**HMRVAV Club meetings are conducted at the**  
**Mitcham Angling Club - 11 Brunswick Road, Mitcham**  
Meetings are (usually) held every 2nd Monday of the month from 7pm SHARP:



**Come along and join us!**



Bike	Competitor	Class	Prac	Run 1	Run 2	Run 3	Comments
9	Ken Maher	P3 Norton Atlas 750cc	23.5	15.9	16.3	<b>15.8</b>	President's Encouragement Award
11	Jeff Hoinville	P3 AJS 7R 248cc	17.1	16.9	16.6	<b>16.5</b>	
16	Mike Panayi	P3 Norton Atlas 750cc	13.6	<b>13.5</b>	13.6	13.7	Fastest Solo
22	Dave Philpots	P4 Uni Red Plate-HD Sportster 1000cc	18.8	19.1	<b>16.4</b>	16.8	Fastest Red Plate
38	Pat Clancy	Tiddler Metrakit 70cc	<b>25.3</b>	25.5	25.5	25.6	Fastest Tiddler Scooter
54	Rob Gibson	P4 Honda 350cc	17.2	<b>16.0</b>	16.3	16.3	
61	Tony Marjoram	P3 Norton 500cc	25.7	DNF	DNS	DNS	
65	Doug Gorrie	P4 BSA A65 650cc	17.4	17.4	<b>17.4</b>	17.8	
155	Tony Marjoram	P3 Norton 500cc	DNS	DNS	20.0	<b>19.4</b>	
162	Des Heaney	Suzuki T500	15.7	15.2	<b>15.1</b>	15.3	
262	Ben Heaney	Tiddler Kawasaki 80cc	34.4	20.2	<b>20.2</b>	21.1	Fastest Tiddler Solo
05	Doug Gorrie & Brad Gorrie	P3 BSA A10 Sidecar 650cc	19.3	<b>19.0</b>	19.3	19.4	
22	Dave Philpots & Aneta Philpots	P3 Harley Davidson Sidecar 900cc	21.2	19.4	37.3	<b>18.2</b>	
28	Tim Loone & Michelle Loone	P4 Honda Urquart Sidecar 750cc	24.8	18.0	<b>17.2</b>	17.8	Fastest Sidecar
42	Brian March & Leanne March	P3 Norton Sidecar 750cc	17.7	18.0	DNS	<b>17.4</b>	
43	David Wain & Greg Ditchfield	P3 Triariel Sidecar 650cc	24.1	22.5	19.0	<b>18.4</b>	
44	David Large & Marg Todd	P4 Vincent Sidecar 998cc	18.1	18.1	18.2	<b>18.0</b>	
444	Mark Seager & Ken Bilston	P4 Triumph Urquart Sidecar 650cc	20.3	20.3	<b>18.5</b>	18.6	



Dave Large and Marg Todd on the Vincent



Ben Heaney on the booming 80cc Kawasaki



Doghhouse Dave and wife Aneta debut the ex Qld new Harley



Ken Maher receiving the Presidents award, he was riding a .....Norton!



Although it doesn't appear in the results it look like President MARCH was having a lovely time on this pink Vespa!



38<sup>th</sup>  
**HISTORIC  
WINTON**  
24<sup>th</sup> & 25<sup>th</sup> MAY 2014

PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV



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Winton Motor Raceway, Benalla, Victoria  
[www.historicwinton.org](http://www.historicwinton.org) enquiries: 03 54282689



Photo: Neil Hammond